formulation and execution. However, the following projects are likely to serve Gujarat including its relatively backward areas and areas in Kutch.

New Lines

(1) Kapadvanj—Modasa

(2) Godhra—Indore—Devas—Maksi.

Gauge Conversion

(3) Bhildi—Viramgam

(4) Gandhidham—Palanpur

(5) Dharangdhara—Kuda

(6) Surendranagar-Bhavnagar with extension to Pipavav

(7) Gandhidham—Bhuj

(8) Wankaner-Maliya Miyana

(9) Rajkot-Veraval. *

Railway Electrification

(10) Udhna-Jalgaon

Conversion of Trichy Madurai Section

1802. SHRI V.P. DURAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is an urgent need to convert Trichy-Madurai-Tirunelveli-Nagarcoii metre gauge section into broad gauge section;

(b) what is holding the Ministry back to convert this section into broad gauge;

(c) whether it is a fact that this section is generating a large amount of revenue for the Railways;

(d) whether his Ministry has any immediate proposal to connect Nagarcoil with Tirupati, for convenience of the tourists who come to Nagarcoil to visit Tirupati; and

(e) by when the Ministry would expedite this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) No, Sir. There is already a broad gauge line from Trichy to Nagarcoil.

(b) Does not arise.

(c) Earning of any section is not separately maintained.

(d) Nagarcoil to Tirupati is already connected by broad gauge . line via Madurai, Chennai and Renigunta as well as via Madurai-Erode-Arakkonam and Renigunta.

(e) Does not arise.

Accidents Concealed by Railways

1803. SHRI RAJ MOHINDER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee for Railway safety has pointed out that smaller accidents are concealed by the Railways;

(b) if so, the details thereof and the reasons therefor; and

(c) the number of accidents of Railways concealed in Punjab during the last four years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) The Railway Safety Review Committee in part I of their report has commented on the statistics maintained by Railways regarding accidents.

As per definition of accident, even cattle run over cases and engine failures are termed as accidents. Various types of accidents are reported to different levels depending upon their seriousness. Yard deraillments etc. are reported only upto the level of the divisions. Smaller accidents not having serious repercussions are reported only upto the level of Zonal Railways. Only 'Consequential Train Accidents' which include collisions, derailments, level crossing accidents and fire cases having serious repercussions are reported to Railways Board. v

Therefor, it is a matter of reporting at different levels for different accidents depending on their seriousness.